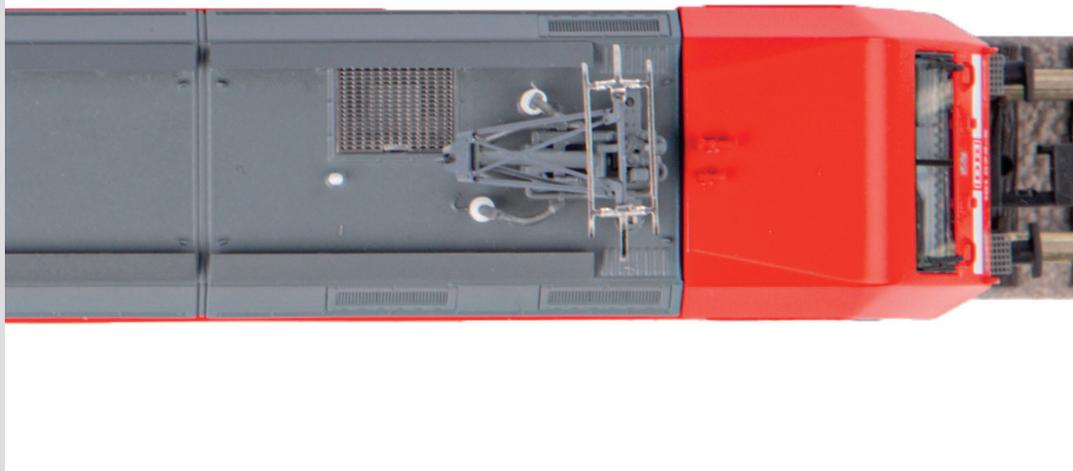




## The E-Loco class 101 DB AG

Fine etched fan grille



Filigree metal pantographs



Detailed front design



The 101 rolls up!

The class 101 intercity locomotive as an N model from PIKO.



In 1997, the first examples of the class 101, which can reach speeds of up to 220 km/h, entered service with Deutsche Bahn AG. The new three-phase locomotives were originally designed to be used universally. However, due to the separation of the business areas at DB AG, the locomotives were from then on primarily used in fast passenger train service. Here they replaced the ageing class 103, which they also corresponded to in terms of numbers with 145 units. The design of the 101 reflects the zeitgeist of the late 1990s. The large, smooth exterior surfaces are well suited for advertising. The Munich-Nuremberg Express - the fastest regional trains in Germany with speeds of up to 200 km/h - occupied a special position in the 101's area of operation, which the machines carried until the end of 2021. In combination with the carriages of the former Metropolitan, the locomotives were also used as ICE trains. The enormous power of 6400 kW and the high speed of the locomotives allow rotations of up to 2,000 km per day in scheduled service!

**Our prototype: Locomotive 101 073-5 reps. 91 80 6 101 073-5 D-DB**

With the class 101, PIKO once again sets standards in N scale.



- 40560 Electric loco class 101 DB AG era VI
- 40561 Electric loco class 101 DB AG era VI  
incl. PSD XP 5.1 S with **PIKO TrainSound®** onboard

## INFO

- Completely new construction
- Fine wipers, steps and handlebars made of metal
- Digitally switchable driver's cab lighting and high beams

A milestone for models in 1:160 is certainly the highly detailed area under the locomotive body. Here, the eye-catching push/pull rods have been depicted just as much as the cased traction motors in the bogies, complete with fine engravings. If the eye wanders further, it catches the design of the vehicle front with finely etched steps and windscreen wipers. The detailed buffer beam, the separately inserted handle bars and the perfectly flush windows complete the excellent first impression. The roof area, which is very tidy in the prototype, does not lack any details in the model also convinces with elegant pantographs and finely etched fan grilles, which allow a view of the replica of the cooling towers underneath. Inside the model, a combination of proven drive technology and modern electronics ensures excellent driving characteristics. Minor system-related contact weaknesses are compensated for with the help of the built-in capacitor. The sound version is equipped ex works with the new PSD XP 5.1 S which ensures the best control characteristics. Thanks to PIKO TrainSound®, sounds are triggered synchronously with motor control and functions. The analogue version can be retrofitted for digital operation in no time thanks to the Next18 interface.